and taken up on out of turn basis. This is targetted to be completed by 31st March, 2000. However, widening of foot over bridge is not feasible due to existence of girder bridges at the station.

Development of Railways in Maharashtra

1817. SHRI SURYABHAN PATIL VAHADANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any plan for expansion and development of Railways in Maharashtra;

(b) if so, the details therefor;

(c) the estimated cost thereof; and

(d) whether Government propose to extend the rail facility to the Adivasi areas in Maharashtra; if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) Taking up of Railway projects is an exercise based on the operational importance of the project, its physical progress, national and strategic considerations, social relevance, availability of resources, etc. While formulating Railway plans and projects, the need to maintain a proper regional balance is also kept in mind. State/regional boundaries per se are not a criterion for deciding on Railway investments, especially when a number of Railway projects span across more than one state.

However, a number of Railway projects have been undertaken in Maharashtra including in its Adivasi areas. Details of these projects are given in the Statement.

Statement

Details of Railway Projects in Maharashtra

S. No.	Name of Project	Rly.	Year of Approval	KMs	Cost (In Crores of Rs.)
New Line		"Central	1993-	138	175.30
1.	Amrawati-Narkhed	Central	94	250	353.08
2.	Ahmednagar-Beed-parli		1995-		

s. No.	Name of Project	Rly.	Year of Approval	KMs	Cost (In Crores of Rs.)
3.	Panvel-Karjat	Central	1995-96	28	107.00
4.	Baramati-Lonad	Central	1997-98	54	75.00
5.	Kopargaon-Shirdi	Central	1997-98	16	32.00
6.	Gauge Conversion Miraj-Latur	Central	1993-94	359	339.02
7.	Mudkhed-Adilabad	South Central	1984-85	162	170.20
8.	Part of Secunderabad Kudkhed & Jankhampet-Bodhan	South Central	1997-98	256	276.28
9.	Solapur-Gadag	South Central	1993-94	300	265.77
10.	Gondia-Chandafort	South Eastern	1992-93	242	233.50
11.	part of Jabalpur-Gondia including-Balaghat Katangi Doubling	South Eastern	1996-97	285	386.30
12.	Sewagram (Wardha East)-Chitoda	Central	1996-97	3.97	12.58
13.	Diva-Panvel	Central	1995-96	25.67	64.61
14.	Diva-Vasai	Central	1995-96	42	94.86
15.	Panvel-Roha-Land acquisition	Central	1996-97	75.44	4.10
16.	Daund-Bigwan	Central	1995-96	27.68	32.43
17.	Diva Kalyan (5th & 6th Line)	Central	1999-2000	11	47.70
18.	Railway Electrification Udhna-Jalgaon Metropolitan	Central	1997-98	306	138.12
19.	Bhandup-Thane (5th & 6th line)	Central	1997-98	15	58.30
20.	Thane-Turbhe-Nerul-Vashi	Central	1995-96	19	403.39
21.	Belapur-Panvel Doubling	Central	1995-96	10.9	279.83
22.	Kurla-Thane (5th & 6th line)	Central	1995-96	10	49.84

s. Mo.	Name of Project	Rly.	Year of Approval	KMi	Cort (In Crores of R..)
23.	Seawood-Uran Electrification	Central	1996-97	22.3	495.44
24.	Borivali-Virar Quadrupling	Western	1995-96	25.8	401.66
25.	Santacruz Borivali 5th line	Western	1995-96	15.8	61.17
26.	Virar-Dahanu Road Auto block signalling	Western	1997-98	0	27.19
	TOTAL				4604.67

Late running of passenger trains

†1818. SHRIMATI SAROJ DUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that passenger trains often run late;

(b) if so, whether Government are going to launch some special programme to ensure that the passenger trains run in time;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) Punctuality of Passenger trains on the Indian Railways has been affected of late due to critical law & order situation in the North Eastern Region, cyclone in Orissa area, floods and breaches in Bihar. West Bengal and Northeastern region and increased pace of doubling in Kerala requiring additional speed restrictions as also additional speed restrictions on some other sectors where safety works are in progress. Equipment failures such as locomotive failures, carriage and wagon failures, signal failures, track failures etc. contribute to loss of punctuality as some assets are overaged for which adequate resources has not been available. Other reasons for loss of punctuality include agitation, miscreant activities, bad weather and accidents. Besides

†Original Notice of the Question was received in Hindi.